



Charting the Course to 2025: The County of York Comprehensive Plan Review Comprehensive Plan Steering Committee

Meeting Notice

York County Environmental & Development Services Building
105 Service Drive, Yorktown
Monday, May 16, 2005
6:00 PM

Agenda

- 1. Call to Order**
- 2. Active Williamsburg Alliance**

The Active Williamsburg Alliance has requested an opportunity to address the Steering Committee on various Comprehensive Plan issues including greenways, bikeways, and walkways. The Alliance is a group of residents, organizations, and businesses in Williamsburg, James City County, and York County working to promote “active living” in the greater Williamsburg area.

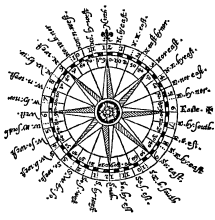
- 3. Draft Transportation Element**

The draft Transportation element of the updated *Comprehensive Plan* (dated May 11, 2005) was emailed to the Steering Committee on May 12 for review. This meeting will be an opportunity for the Steering Committee members to ask questions and offer comments or recommended changes.

- 4. Adjourn**

Attachments:

- Meeting Notes of May 5, 2005
- Active Williamsburg Alliance flier



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Meeting Notes

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Multi-Purpose Room
105 Service Drive
Monday, May 16, 2005
6:00 PM

Members Present: Nick Barba, Ken Bowman, Jack Christie, Jack Davis, Carole Ferro, Ron Kurz, Carl Loveland, Rick Moberg, Al Ptasznik, Ralph Smith

Staff Present: Mark Carter, Tim Cross, Amy Parker, Earl Anderson

Others Present: Whit Richardson (Active Williamsburg Alliance)

Chairman Barba called the meeting to order at 6:02 PM.

Chairman Barba introduced Whit Richardson of the Active Williamsburg Alliance to present the group's ideas and suggestions for the *Comprehensive Plan* update. Mr. Richardson thanked the Steering Committee for the opportunity to offer comments on the plan. He stated that he lives in Queens Lake and grew up in the Williamsburg area. Mr. Richardson noted that his family is involved in land development, so he is not opposed to growth but rather supports growth that is well planned and contributes to the residents' quality of life. He stated that the Active Williamsburg Alliance was formed in January 2005 and has about fifty members in Williamsburg, James City County, and York County. The purpose of the Alliance, he stated, is to ensure that bicycle and pedestrian accessibility is planned into the growth of the Williamsburg area, with an emphasis on promoting connectivity between residential neighborhoods and schools, services, and shopping areas. Noting that the cost of providing a greenway has been estimated at \$50,000 per mile, Mr. Richardson stressed the need to incorporate these concepts into local comprehensive plans in order to justify capital expenditures on greenways, bikeways, and walkways.

Mr. Loveland suggested that the Alliance gather and develop data to quantify the return on investment on greenways, bikeways, and walkways. He opined that there is probably a lot of information to justify the investment in such facilities. Mr. Richardson agreed and stated that his group is currently collecting such data.

Mr. Bowman suggested that Mr. Richardson attend a future meeting of the Regional Issues Committee (RIC) and give a presentation. He explained that the RIC's purpose is to study issues of common concern to Williamsburg, James City County, and York County. Mr. Richardson responded that he was not aware of the RIC and would welcome the opportunity to make such a presentation.

Mr. Cross gave a brief overview of the draft Transportation element dated May 11, 2005, which was emailed to the members last week. Chairman Barba noted Mr. Smith's comment at the May 12 meeting about including a "master street plan" or language supporting the development of such a plan. Mr. Carter responded that the staff agrees with the suggestion and plans to put together a map showing planned and programmed roadway improvements, consistent with the Board of Supervisors' adopted primary and secondary road priorities and the 2026 Regional Transportation Plan, as well as additional roadways that are recommended either to improve

access, provide alternate routes to congested or substandard roadways, or interconnect different areas with one another. He explained that staff has not had time yet to complete such a map but will do so and forward it to the Committee for consideration. Mr. Carter added that streets interconnecting different subdivisions could potentially be designed as limited access-type roads without individual residential driveways. Mr. Ptaszniak expressed support for this idea, at least for roads that serve as links between major roads. As an example he cited Running Man Trail, which links Victory Boulevard with Big Bethel Road. Mr. Kurz spoke about the need to specify that future road corridors be of sufficient width to accommodate the amount of acreage to be served.

Mr. Smith spoke about the use of crash reports for detailed analysis of intersections. Mr. Cross responded that there has been some progress in this area in the past year or so with the availability of crash statistics from VDOT and the Hampton Roads Planning District Commission's *Regional Safety Study*, which included a detailed analysis of two of the County's most dangerous intersections. He noted that problems that have hampered this kind of analysis in the past include the lack of access to either reliable traffic volume data, which are necessary to calculate crash rates, or individual crash reports, which are maintained by the Sheriff's Office.

Mr. Bowman commented on the need to widen Fort Eustis Boulevard, particularly with the possible relocation of TRADOC from Fort Monroe to Fort Eustis, which he predicted would trigger additional housing demand in York County. Chairman Barba commented that a grass roots effort is needed to put pressure on the General Assembly to make transportation a priority. Mr. Bowman agreed, noting that the Board meets with the local legislators every year to present the County's legislative priorities but that the legislators have not been willing to invest the necessary funds in transportation. Chairman Barba noted that Suffolk had taken the bold step of taking over road construction and maintenance from VDOT. He wondered if the County should follow suit. Mr. Bowman responded that it would be a costly venture but would likely expedite various road projects in the County. Mr. Davis opined that instead of cutting the real estate tax rate as many of them are doing, cities and counties in the region should be setting the additional funds aside for transportation.

Mr. Smith and Mr. Bowman recommended that the plan address the need for dredging in various County waterways, such as Wormley Creek.

Mr. Cross requested that the Steering Committee plan on reconvening in the second week of June. He explained that this would give the staff a chance to focus on drafting the remaining plan elements for the Committee's consideration. Mr. Cross added that the staff is targeting July 13 for the Planning Commission public hearing on the draft plan. By consensus the Committee agreed to hold its next meeting on June 9.

The meeting was adjourned at 7:10 PM.

TCC